

IN THE SPECIFICATION:

Please insert the following new paragraph at page 3, line 17:

Figure 15 is a schematic side view of one embodiment of a vehicle mounted crash attenuator in a retracted position.

Please rewrite the paragraph beginning at page 6, line 27 as follows:

In the example illustrated in the drawings, the second bay 18 is rotated by about 180° with respect to the first bay 12 in the retracted position of Figures 5 and 9 as compared to the deployed position of Figures 2 and 6. In alternative embodiments, the second bay 18 is not rotated to such a large extent. For example, the second bay 18 may be rotated by 145° , 155° , 165° or 175° with respect to the first bay 12. As another example, shown in Figure 15, the second bay 18 may be rotated by more than 180° , if the rotational axis is positioned such that the back end 22 is lower than the front end 20 in the retracted position. In all cases the second bay is rotated by more than 90° between the deployed and retracted positions. In this example, rotation angles greater than 145° provide the advantage of reducing the overall height of the folded crash attenuator as compared to a folded crash attenuator of the same dimensions that is folded only by a rotation angle of 90° (as in the prior art discussed above). For this reason, the second bay 18 in the retracted position is preferably rotated by a rotation angle 64 greater than 145° , more preferably greater than 165° , and most preferably about 180° . In some cases, the rotation angle 64 may be greater than 180° , as shown for example and without limitation in Figure 15. Note that the second bay 18 extends forwardly of the plane 72 for all values of the rotation angle 64 greater than 90° .

IN THE DRAWINGS:

Applicants have added new drawing Figure 15. Figure 15 is a side view of a vehicle mounted attenuator having a bay rotated by more than 180° from the deployed position to the retracted position, as described in the specification at page 6, line 32 to page 7, line 2.